

COTTAM & CO.

Have Received
A Shipment of American
BOOTS & SHOES
From the Celebrated American
Boot and Shoe Syndicate.
EXCELLENT VALUE!
MODERATE PRICE!

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD, LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES NO. 762. 日四月一十一年三十二號光

SATURDAY, NOVEMBER 27, 1897.

六月廿七

英港十一月廿七日

THIRTY DOLLARS
PER ANNUM.

BANKS.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID UP.....\$600,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....\$600,000
RESERVE FUND.....\$375,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.
ON FIXED DEPOSITS FOR 12 MONTHS...4 PER CENT.
" " " 6 " " 3 "
" " " 3 " " 3 "
T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, 2d June, 1897. [13]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$7,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
St. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BILL IRVING, Esq.—Deputy Chairman.
C. BEURMAN, Esq.
G. D. Dodwell, Esq. A. I. Raymond, Esq.
G. B. Dodwell, Esq. R. L. Richardson, Esq.
R. M. Gray, Esq. R. Stewart, Esq.
David Gubay, Esq. N. A. Siebe, Esq.
Chief Manager:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager,
Hongkong, 8th November, 1897. [18]

HONGKONG SAVINGS BANK:

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1897. [19]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital.....\$1,000,000
Paid up Capital.....\$324,374

HEAD OFFICE—HONGKONG.

Court of Directors:
D. Gillies, Esq.
J. T. Laubs, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. Kwan Ho Chuen, Esq.
Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 11th August, 1897. [20]

TRUSTEES.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First-
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.,
Hongkong, 28th May, 1895. [28]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000} \$833,333.33
EQUAL TO} \$833,333.33
RESERVE FUND\$318,000.00

BOARD OF DIRECTORS.

LAI SING, Esq. LO YUEN MOON, Esq.
LOU TSO SEUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st December, 1897. [26]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED\$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSUNG FAT,
Secretary,
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 2nd May, 1894. [20]

Masonic.

ZETLAND LODGE, L.O.D.G.E.,
No. 225, E.C.

A REGULAR MEETING of the above
LODGE will be held in the Freemasons'
Hall, Zetland Street, on WEDNESDAY the 21st
December, at 8.30 p.m., precisely. Visiting
Brothers are cordially invited to attend.
Hongkong, 1st November, 1897. [175]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(19)

FOR	STREAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Malacca	N. P. Pollock, R.N.R.	Daylight, 28th Nov.	Freighter Passage, via SHANGHAI.
SHANGHAI	Mirrapore	T. Wickenden	About 28th Nov.	Freight or Passage.
LONDON	Manila	R. S. Haddock, R.N.R.	About 29th Nov.	Freight or Passage.
LONDON &c.	Ganges	T. F. Creasy	Noon, 2nd Dec.	{ See Special Advertisement.
JAPAN	Routta	F. N. Tillard	Noon, 3rd Dec.	{ Freight Passage, (Passing through the Island Sea).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th November, 1897.

[19]

W. POWELL & CO.

DRESS SHIRTS—WIDE FRONTS,
DRESS TIERS (NEW SHAPES),
DANCING PUMPS,
SILK HOSIERY,

etc., etc., etc.

Hongkong, 27th November, 1897.

[19]

C U R R Y

AT THE HONGKONG HOTEL

LIGHT ENGLISH ALE.



(doz. Qua. 1 doz. pte.
Bass' Light Gravity \$15 \$17
Ind Coope \$14 \$15

TRADE MARK. IN EXCELLENT CONDITION.

Hong Name—YUE N. W.O. SAMPLES ON APPLICATION.

SPECIAL QUOTATIONS FOR QUANTITIES.

TELEPHONE, No. 135.

H. PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 4th November, 1897.

[16]

JUST LANDED.—Ex. S.S. "CHINA."

(20)

AMERICAN ROLL BUTTER

\$1.60 PER ROLL.

THE HONGKONG BUTCHERY CO.

11, 13 & 15 Central Market.

Hongkong, 22nd November, 1897.

[16]

THE
CLUB HOTEL,
LIMITED.

(21)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIDEN, Manager,

Yokohama, 18 October, 1897.

[21]

Intimations.

UNITED ASBESTOS ORIENTAL
AGENCY. LIMITED.

(22)

S O L E A G E N T S I N

HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.

FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

[1245]

VINTAGE 1893.

FERNAND QUENARDEL
CHAMPAGNE

CUVEE RESERVE.

THIS superb brand has never before been
exported to the East, as the demand has
been extremely large and is continually increas-
ing at home.

VINTAGE 1893.

THE FINEST SINCE THE YEAR 1872.
A little will prove that the wine is of no mean
order and it has been pronounced by eminent
connoisseurs to be the best procurable.

"GOOD WINE NEEDS NO BUSH."

Nothing more than a trial is invited.
G. CIRATE.

No. 8, Queen's Road,
Hongkong, 24th November, 1897. [1-m 175]

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION,
Commanding Magnificent View of the City and Harbour, the Mainland of China, and
numerous Islands. Cool southerly breeze in Summer, with perfect protection against the North-
East winds in winter.

A Covered Way has been constructed from the Station to the Hotel.

THE HOTEL IS NOW UNDER EUROPEAN MANAGEMENT.

GEO. J. CASANOVA, Manager.

CITY OFFICE, No. 7, Duddell Street.

[133]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOL-

MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSA N.

FLETCHER & CO.

and CARMICHAEL & CO.

[23]

DON'T MISS

THE OPPORTUNITY OF SEEING SPECIMENS OF THE LATEST

THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 27, 1897.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF GERALD SLADE LATE OF NO. 14, ALBANY PICCADILLY LONDON AND OF VICTORIA IN THE COLONY OF HONGKONG MERCHANT DECEASED.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 43 of Ordinance No. 3 of 1897 made an order limiting to the 1st day of February 1898 as the time for Creditors to send in their Claims against the Estate of GERALD SLADE late of No. 14, ALBANY PICCADILLY LONDON and of Victoria in the Colony of Hongkong Merchant deceased who died on the 4th day of November, 1897, at Victoria aforesaid and Probate of whose Will was granted by the Supreme Court of Hongkong in its PROBATE JURISDICTION on the 12th day of November 1897 to HENRY WARRE SLADE of Victoria aforesaid Mercantile Assistant one of the Executors named in the Will of the said GERALD SLADE.

Notice is also given that all such Claims are to be sent in, in writing, to the Undersigned prior to the said 1st day of February 1898 or no notice will be taken of them.

All persons indebted to the above estate are requested to make immediate payment to the Undersigned.

Dated this 23rd day of November, 1897.
JOHNSON, STOKES & MASTER.

Selectors for the said
Executor.

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on MONDAY, the 29th instant.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn; but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES, Colonel,
Chief Paymaster, China:
Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 27th November, 1897. [1769]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUZU CANAL.
THE Company's Steamship.

"SARPEDON,"
Captain Grier, will be despatched as above
TO-MORROW, the 28th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th November, 1897. [1770]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship.

"HAIMUN,"
Captain Bathurst, will be despatched for the
above Ports on MONDAY, the 29th instant,
at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 27th November, 1897. [1771]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
THE Steamship.

"PORT ADELAIDE,"
Captain Morgan, will be despatched as above
on MONDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 27th November, 1897. [1772]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship.

"HAITAN,"
Captain J. S. Reach, will be despatched for the
above Ports on TUESDAY, the 30th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 27th November, 1897. [1773]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO, UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail
Steamer to ADEN, SUZU, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD,

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship.

"BORMIDA,"
Captain Nord, will be despatched as above
on WEDNESDAY, the 31st December, at Noon.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 27th November, 1897. [1774]

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports on TUESDAY, the 2nd December,
at 1 P.M.

For Freight or Passage, apply to
DAVID SASOON, SONS & CO.,
Agents.
Hongkong, 27th November, 1897. [1775]

FOR NEW YORK, VIA SUZU CANAL.

THE Steamship

"FERNFIELD,"

Captain W. McFee, will be despatched as
above on or about 31st December.

To be followed by the
S.S. "YARROWDALE" on about 31st Dec.
S.S. "HANSEAT" or about 10th Jan., 1898.
S.S. "LYDERHORN" on about 25th Jan., 1898.
S.S. "ORWELL" on about 15th Feb., 1898.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th November, 1897. [1766]

Intimations.

DAKIN, CRUCKSHANK &
COMPANY,
PICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

SODA WATER.

Lemonade.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & CO.'S WATERS are
under the constant supervision of a duly
qualified English Chemist and will bear compa-
rison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [1565]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, the Copy
of the Webster of Webster, the latest and most
emphatic proof that *Latin omnia videntur*.

Hongkong, 17th May, 1897. [1828]

THE GRAND HOTEL LICENSE.

A RENEWAL UNANIMOUSLY REFUSED.

A session of Justices of the Peace was held at
the Magistracy to-day to consider the applica-
tion of Heck Goon for the renewal of his license

for the Grand Hotel, 240-242 Queen's Road
Central. Mr. H. E. Wodehouse, C.M.G., pres-
ided and there were also present Dr. F. Clarke
(Medical Officer of Health), Dr. Harland, Wm.
H. May (Captain Superintendent of Police),
Messrs F. Smith, C. S. Sharp and H. W. Arthur.
Mr. C. D. Wilkinson appeared for the applicant.

Mr. Wodehouse read a statement giving the
police object to the renewal.

Mr. Wilkinson said he would first like to

point out that this was practically an applica-

tion for the renewal of a license and not for one

which had never been held before.

It would have been made at the last licensing meeting,

but the applicant was in ill health

and his wife made the application then.

That plan was abandoned as the wife had

been refused and he now applied himself as

he had done during the last 12 years.

He had held his license all that time and he (Mr. Wilkinson) believed that it was only this year

that he had been held responsible for the

murder of a man.

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THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 27, 1897.

THE INTERPORT CRICKET WEEK.

—reasons for the Minister's action strongly opposed the scheme, and it was also disapproved by the General Staff Department of the Army, so that nothing came of it. Viscount Takashima then formed another plan, proposing that the Kodokai men should purchase the Etchujima gun practice range, which would induce the Government to sell, by which transaction a good profit would be made. The Kodokai men approached the Yasuda Bank with the object of raising the money, and Mr. Yasuda then went to General Kodama, the Vice-Minister for War, and inquired if it was true that Etchujima was to be sold. General Kodama, not knowing the plans of Viscount Takashima, replied that he was strongly disapproved of any proposal, if it existed, and so his scheme also fell through. Viscount Takashima is now at his wit's end.

Such is the story as related by the *Asahi*. Though it is unfortunately only too certain that there is much corruption in Japanese political life, we cannot say that the story related by our Osaka contemporary bears marks of credibility. It is difficult, for example, to believe that, if Viscount Takashima had any such schemes in hand to entice Government supporters, his fellow-Ministers were likely to wreck them. Nevertheless, it will be interesting to see what action is taken by Viscount Takashima in his own defense.

FAMINE AT KLONDIKE.

STARVING MINERS.

A grim tale of starving miners at Klondike has reached England from a well-informed correspondent, says a London paper. All anxiety is now concentrated on Dawson City. Four vessels have come down from St. Michael's, that lonely trading post in Behring's Sea, and their passengers tell a tale of woe that makes people sick with fear. At this little trading post, which is just outside the Arctic circle, there are tons of provisions, but at Dawson City 10,000 will not buy four sacks of flour! Desperate efforts are being made to get some of this food up the 2,000 miles of the Yukon river, but the outlook is too terrible to contemplate. Klondike, in fact, is colder and foodless, and with the dangers of famine imminent those who succumbed to the difficulties of the east's Arctic are numbered, says the correspondent, among the fortunate ones. The cause of the trouble is whisky. The two companies which carry supplies up the Yukon have been importing spirit and wines, and in the case of one vessel, which ran aground, flour, bacon, sugar, beans, and canned goods were thrown overboard to save the whisky. Sickness, too, has broken out, typhoid is raging, and though the cold weather may stamp this out, it brings accompanying dangers to the miners, many of whom are only sheltered by their tents.

Wages in the mines are still at the old scale. Miners working in the "holes" get \$12 a day and skilled labour in Dawson City is paid at the same rate. The common labourer receives \$2 a day, but there are already more of this class than are wanted. It is very expensive becoming a property-holder in Dawson City. Lots where the business houses were located easily sell for £35 per front foot. Cars cost two shillings each for the very worst brand. Food has gone up in price enormously. Potatoes are now four shillings per pound, eggs six shillings each, bacon two shillings per pound and rising, each. But, despite the danger, the gold fever is strong as ever, taking claimants from their families, dooms them to penury and lawlessness. One clergyman is pastor on a steamer bound to Skagway, and the fever has even spread to the restaurants and the churches. Thus in Vancouver the members of the Congregational Church have given a Klondike supper, and here is their menu as advertised in a local paper.

MENU.

Gribby Bear Steak Pts.
Roast Polar Bear, with Bonanza Creek Gravy.
Wild Cat Steam Pudding.
Lyrx Chops, Refrigerated Cutlets.
Klondike Standbys, with Seal Trotters.
Dyea Nuggies.
Slices of Chilcoot Mountain.
SWEETS.
Arctic Circle Berry Pie.
Snowball Dumpling.
Dawson City Fritters.
Klenlike Scone, with Gold Sauce.
DRINKS.
White Horse R'pids, hot or cold.
Gold Dippings.

In conclusion, the correspondent dilates on the wealth of British Columbia and asks why all this excitement about Klondike, when British Columbia has gold and civilization to offer?

OUR POSITION IN THE FAR EAST.

To him who carefully considers the ways of British government the existence of the British Empire must always be a very surprising phenomenon. Our colonies were founded by the efforts of individuals; their troubles usually began when they had attained sufficient importance to attract the attention of the Government and they were remained within the Empire in spite of official discouragement, neglect, and even positive hostility. Our Indian Empire was founded by a company of merchants, without which, it may be safely affirmed, such an Empire would never have been founded at all. Our trade with distant countries has, in like manner, been created by individual effort, which has rarely received intelligent assistance in critical periods, and has frequently had to contend with official stupidity. Two letters from our Shanghai Correspondent give a succinct but vivid account of the history of British trade with China, which represents with substantial accuracy the history of British empire-building as a whole. That trade is a monument of individual initiative and enterprise on the one hand, and of official incapacity to assist and profit by these things on the other. Had British intercourse with China enjoyed the advantage of organization in the form of a corporation like the East India Company our position in the Far East would have been very different from what it is to-day. There is no other community that could have done as much in the cause of such organization, and there is no Government in the civilised world that would have done as little as our two to second the efforts of its adventurous citizens. There is a rather striking similarity in the position of the British and Chinese peoples. Both are industrious, avaricious, and enterprising. The Chinese out of China easily takes the lead in commercial undertakings among Orientals, and does the English among Western races. Properly led, the two peoples, brought together by the restless exploring spirit of one of them, would by this time have constituted a vast fabric of commercial relations profitable to both. But in both countries powerful influences, though of a very different character, have restrained rather than assisted the efforts of individual enterprise. Chinese Mandarins still obstinately oppose every innovation due to modern discovery; and until the other day our own bureaucrats were firmly convinced that the plan of Imperial policy in the Far East was the colonization of all coasts of a Government which they regarded as a valuable barrier against the advance of Russia! —*Times*.

THE PHILIPPINES.

The Philippines Rebellion shows no signs of decreasing. Although the Manila papers are very silent on the movements of the troops, still they occasionally give reports of skirmishes, and engagements with the rebels in which the latter are always reported to be beaten with heavy loss, only to attack the Spaniards again stronger than ever in a district least expected. The object of the authorities is no doubt to mislead the public from the true state of affairs, and make them officially believe the rebellion is at an end. The latest news from Spain is to the effect that the Governor General hopes to induce the leaders to come to terms, but doubtless if the rebels will put much faith in Spanish promises.

They are perfectly well aware of the treacherous play on the Cubans after the peace of Zanjón. Spain evidently is not in a position to send out more troops and the Governor General is now calling upon all loyal natives to enlist as volunteers, promising them, amongst other things:—

- (a) Freedom from conscription for themselves, or one of their sons.
- (b) Perpetual exemption for themselves and their sons from forced labour, or its equivalent redemption in money.
- (c) Exemption from local municipal service, such as rural police, civic officers, etc.
- (d) Free grants of Government lands not exceeding 5 hectares (12 acres).

They will be paid the same wages as the regular army and will be allowed to draw one month's pay in advance to leave with their families!—Theirs principal mission will be to protect their respective provinces from outside attacks.

The wisdom of this policy is questionable. The Spaniards may find it rather dangerous yet, arming some thousands of natives, who may at any moment sympathize with their struggling kith and kin, when a favourable opportunity presents itself.

The Spanish garrison on the island of Marinduque has been attacked. This is a very populous and fertile island situated some 30 miles from the mainland of Luzon to the south of Manila. The garrison is reported to have driven the invaders off, but the significant fact remains that the latter were bold enough to attempt thefeat, and we may hear of other surprises of a similar nature. The town of Baler, the only one of importance on the Pacific Coast of Luzon, is held by the rebels, and the sunboats which left Manila on strike have evidently gone there, but they are unable to approach the place in the vicinity of N. E. Monsoon.

In the list of wounded sent to the General Military Hospital in Manila we find the soldiers composing the guard in the Rail-way Station in Capis (Tariac Province). It appears a party of rebels took tickets with the apparent object of joining the train, instead of which they fell upon the Station Guards, wounded them, and stole their arms and ammunition and then decamped. It is this way the rebels are gradually increasing their stock of firearms, at the same time sowing terror in all the Spanish garrisons.

We have seen a letter from a high Spanish official to a friend here, in which he says, the provinces of Cavite and the Lipas are full of rebels still, and in a tumult, but in the province of Batangas the state of affairs is worse than ever, yet it would be believed what the local papers say, "everything is quiet!"

During the terrible cyclone that devastated the provinces of Samar and Leyte, it is worthy of mention that the gaoi containing 111 prisoners was completely washed away by the hurricane wave, the prisoners saving themselves as best they could. In the confusion that followed it would have been an easy matter for all to have escaped, yet on the following morning when the excitement was over, 102 presented themselves to the governor, five only being missing, probably having lost their lives. Considering that at least 50 per cent of those detained in Philippine jails are innocent, and victims of arbitrary despotism or trumped up charges of personal vindictiveness, kept awaiting trial indefinitely for want of evidence to convict them, it is surprising they did not all do the "vanishing act" when they had the opportunity. This is but another proof of what a docile race has fallen to the lot of the Spaniards to govern. Instances are legion of persons being kept for years in prisons awaiting trial, eventually to be released with nothing whatever against them, and with no remedy whatever for false imprisonment!

In the new Spanish Government we see that H.E. Don Benito Quiroga Ballesteros has been appointed Secretary to Minister of the Colonies. This gentleman was formerly Director-General of Civil Administration in Manila, 1878-83, and became famous on account of the circular he issued prohibiting the disgusting custom of bringing corpses into the churches, exposed to public gaze, sometimes waiting for hours, although dying from the effects of some contagious disease, until the priests delayed to come and read the service. This created a fearful uproar amongst the ecclesiastical element, the late Archibishop and present Bishop of Naval Segovia openly defying the Government by issuing contrary orders to the natives. A friend, many and many a one knows now what they have lost. Yet no one ever will know the way of helping those less fortunate—the hand ever ready to assist a friend over a dangerous part in life's road, and the advice as valuable that was so generously given. Straightforward and the hating of anything mean and contemptible were one of the good qualities in Mr. Humphreys' character, and so was his wish to extend his generosity to those whom he did not consider deserved it, nor did he, as we do, wish his good deeds published to the world.

A little incident that happened once when I was passing through Hongkong is worthy of mention. The scene was the Hongkong Bank and Mr. Humphreys was waiting till those in front of him had been attended to. A well-known broker, who is now a member of this community, had lost or had been stolen from him 25 Bank shares, and the Bank required as well as his guarantee that of an approved upholder for the amount. Mr. Humphreys' hearing that there was some trouble about what it was, and when he learned what was required said, "I will stand as guarantee for Mr.—for the 25 shares and 50 more if necessary."

As a sportsman, and it was in that capacity many years ago that I first met Mr. Humphreys, he never forgot a little kindness that I was able to show him when riding hereabouts country, and never have I met him either here or in Hongkong but that kindly mention was made of a very trivial act. In racing here during some meetings he had a long string of ponies in training, and the following were the numbers he entered in the Shanghai Stake:—Spring 1897, 24; Autumn 1897, 17; Autumn 1898, 18; Spring 1899, 6. His chief successes were winning the Giraffe in 1897, and the Champion in 1898. On many occasions his ponies ran second in our classic events, notably in the Meldens, Shanghai Derby, St. Leger and Shanghai Stake. Stories are told to all the ponies as bought as gifts, he gave names commencing with V. the best of whom were *Vulcan*, *Vulturine*, *Vagrant*, *Vestris*, *Vigour*, *Viteno*, and *Venture*. A courageous-hearted sportsman he has passed beyond the border, and those who mourn his loss in the Far East may be comforted in his death.

The *Disko* of Manila, one of the most bitter detractors of General Blanco, where he sits in the Philippines through the intrigues of the Archbishop of Manila, now bestows fulsome and fawning flattery upon him, since he has been found to be the only man in Spain fit to be sent to Cuba under the present critical conditions. Possibly the *Disko* fears he may return to the Philippines, after concluding his difficult mission in Cuba! —*Singapore Free Press*.

U. S. NAVAL PUNISHMENTS.

THE OLD STYLE AND THE NEW.

Forty-seven years ago the cat ceased to be a feature in naval discipline. It is no longer considered necessary to give the morning watch a dozen all around just to get them into working order for the day. Paragraph 49 of the "Articles for the Better Government of the Navy," read to the crews of all warships in commission on the first Monday of each month, says:

"In no case shall punishment by flogging, or by branding, marking or tattooing be adjudged by any court-martial, or be inflicted by any person in the Navy."

The cat, or cat-o'-nine-tails, was made of rope It was about four and one-half inches in circumference and to the ends of the tails was five feet long. For the first three feet it was stiffened with many Matthew Walker knots worked on the handle to prevent its slipping in the hand of the wielder. The remaining length, three feet, was divided into several hard twisted and knotted ends, making it a formidable weapon in the hands of a brawny boatswain's mate, especially selected, who laid it without mercy on the back of the poor wretch lashed spread-eagle by wrists and ankles to an upright grating. Fifty years ago bo'sn's mates and corporals, of the deck carried rattans and coils (the latter stiff platted rope yarns), any other petty officer not so provided, would, if the occasion required, seize a rope's end and lay it over the head and shoulders of an inobdurate tar, inclined to give back talk.

Slowly and steadily, by wise legislation, more humane methods were substituted, following in the steps of prison reform on shore. As one by one the harsh and brutal punishments were abandoned others came in which were but a degree less severe. Flogging went out in 1850, but men were confined in dark, unhealthful places for long periods on bread and water. Men were not flogged up, but they were obliged to hang on the inside of the rigging or "ride the gray mare," which was to ride the spanker boom when the spanker was set and sheet eased well off, giving to the boom a jerky motion that made Jack hold on for dear life.

In ships of the line and frigates the call to "make sail" would be passed by the boat's mates of each deck, and then would follow a scurrying up ladders to the upper deck, the last man at each ladder getting a cut from the petty officer's rattan or coil. The same thing occurred when, after gathering at the rigging, the order "lay aloft" was given, the last man up and the last down, when "lay down from aloft" was ordered, receiving a similar salute as a warning to get some one behind him the next time the sails were hoisted.

In those days, says the New York *Evening Star*, captains were quite arbitrary and tyrannical. Shocking punishments were inflicted without the sentence of general or summary court-martial. Five died with the cat for spilling on the deck known to have been imposed. The fear of instant discharge, kept men straight when the man-of-war was cruising on distant seas in proximity to islands that were seldom visited. Macao was often reported to be in some danger and by the buccaneers, but never for our own sake.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA Ports), and COLOMBO.	TUESDAY, 30th November, at Noon.
KINSHI MARU	SEATTLE, WASH., U.S.A., VIA KOBE	THURSDAY, 2nd December, at Noon.
F. L. SCHIEFFER	and YOKOHAMA	MONDAY, 20th December, at 4 P.M.
YAMASHEIRO MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 23rd December, at 4 P.M.
J. Jones	KOBE and YOKOHAMA	FRIDAY, 24th December, at 4 P.M.
YAMAGUCHI MARU	SHANGHAI CHEMULPO, SHIMO-NOSEKI and KOBE	FRIDAY, 24th December, at 4 P.M.
H. Walter	S'DNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU	MARSELLES, LONDON and ANTWERP, VIA STRAITS (Transhipping Cargo for JAVA PORTS), COLOMBO and PORT SAID.	FRIDAY, 26th December, at 4 P.M.
E. W. Haswell		
SANUKI MARU		
W. Babidge		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 27th November, 1897.

J.-J. CARNAUD, 3, rue d'Argout, PARIS
TIN BOXES
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT
App'd to Messrs' DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

LOST.
A Brown PUNCHER DOG answers to the name of "PUNCH".
Anyone returning him to the office of Messrs. REISS & CO., Duddell Street, will be rewarded.
Hongkong, 24th November, 1897.

FOR SALE.

A NEW STEAM-LAUNCH, built of teak, and copper fastened throughout. Length 30 feet, Beam 6 feet, Draft 4 feet. Engines compound surface condenser, cylinders 32 inches and 7 in., stroke 5 in. Boiler, Water-tube.

J. W. KEW & CO.,
Steam Water-Boats.

Hongkong, 24th November, 1897. [20-1754]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.
W.H. THE Ultimo Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damprness.

Sole Agents for China,
LUTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS;
21 & 22, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1896. [457]

To be Let.

TO LET.
FOR IMMEDIATE OCCUPATION ON MODERATE RENTAL.

No. 8, BONHAM ROAD—NULLAH SIDE.
A COMMODIOUS DWELLING HOUSE, overlooking the Harbour, with 8 Rooms, Outhouses and Garden.

Apply to the Proprietor of 10
Messrs. DAVID SASSON, SONS & Co.
Hongkong, 24th November, 1897. [174]

To Let.

D WELLING HOUSES.—BAHAR LODGE—at the PEAK.
HOUSES IN RIPPON TERRACE.
FLOORS IN STAUNTON AND ELGIN STREETS.
GODOWNS IN BLUE BUILDINGS.
GODOWNS, PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 13th October, 1897.

To Let.

"CREGGAN," THE PEAK—Furnished, from 1st November.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 27th October, 1897. [1635]

To Let.

No. 4, QUEEN'S ROAD CENTRAL (at present occupied by The Bank of China and Japan, Limited). Possession from 1st January, 1898.

Apply to
TANG CHEUK HING,
Comptroller to the
MITSUI RUSSIAN KAISHA,
No. 6, Ice House Street,
Hongkong, 27th October, 1897. [1637]

To Let.

HOUSE in EMILIOS TERRACE,
GROUND FLOOR GODOWN in DUDDELL STREET.
Apply to
EMILIOS & Co.
Hongkong, 26th October, 1897. [1650]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"PORTADELAIRDA."

Captain Morgan, will be despatched as above on about TO-MORROW, the 18th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th November, 1897. [1746]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"FOMORSA."

Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 27th November, 1897. [1763]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN."

Captain Dodd, will be despatched as above on TUESDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th November, 1897. [1759]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CROMARTY."

to sail about 30th November, 1897.

S.S. "SIRH." to sail about 17th Dec., 1897.

S.S. "PORTADELAIRDA" about 25th Dec., 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.

Hongkong, 1st November, 1897. [1660]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched as above on WEDNESDAY, the 1st December.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1897. [1722]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).

THE Company's Steamship.

"MORAVIA."

Captain E. Meeson, will be despatched as above on WEDNESDAY, the 1st December, at Daylight, and not as previously notified.

For information as to Passage and Freight
apply to
SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1738]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to

ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain Ellis, will be despatched for the above Ports on THURSDAY, the 2nd December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th November, 1897. [1739]

CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"LIGHTNING."

having sailed from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 30th instant will be loaded at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside;

such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by
DAVID SASSON, SONS & Co., Agents.

Hongkong, 26th November, 1897. [1735]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"VINDOBONA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Underwriters before noon on the 2nd and 3rd December, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd December will be subject to rent.

Bills of Lading will be counter-signed by
SANDER & Co., Agents.

Hongkong, 26th November, 1897. [1735]

Entertainment.

HONGKONG PHILHARMONIC SOCIETY.

ORGESTRAL CONCERT

at 9.15 P.M.,

on

FRIDAY, the 3rd December, 1897.

St. GEORGE'S HALL.

State may be booked at Messrs. W. ROBINSON & CO. on and after MONDAY, the 26th instant.

ALEX. CUNNING, Honorary Secretary.

Hongkong, 26th November, 1897. [1747]

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

R. & S. J. HUMPHREYS, LTD.,

14, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 14th May, 1897. [1749]

AVOID ALL RISK OF CONTAMINATION BY

DISINFECTANT

W. G.